

The estimated increase to the tax rate would be 13 cents per \$1,000. For the average home assessed at \$584,600, the station project would increase a homeowner's taxes by \$76.93. For the median home valued at \$481,100, taxes would go up \$63.31. For a house worth \$1 million, the project would hike taxes by \$131.59, he said.

Martecchini said these tax increases were based on a plan to borrow \$6.449 million using a 25-year bond at a 4.75 percent interest rate.

Selectman Chairman Shawn Dahlen said the committee should not be concerned when people ask how the town can move forward with a project when they don't know the exact price tag. He said if the debt exclusion passes at a

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Mayflower Street is choice for police site

Board recommends asking for both design and construction \$\$

By SUSANNA SHEEHAN,
CLIPPER CONTRIBUTOR

This week, Duxbury selectmen urged the Public Safety Building Committee to seek both design and construction funds — a total of \$6.45 million — for a new police station at March's annual Town Meeting instead of only design funds as the committee had planned.

The committee told selectmen Monday they were pre-

pared to ask Town Meeting voters for \$390,000 to design a new police station. Also, the committee said it has decided to locate the new station on Mayflower Street adjacent to the town's transfer station.

The majority of selectmen felt the committee must reconsider asking only for design money, because they said the town urgently needs a new station.

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New Mayflower Street police station projected to cost \$6.45M

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Calling the current police station on West Street "a fire trap," Selectman Betsy Sullivan said, "I am deeply troubled by this. It's almost irresponsible for us to not move this building forward as fast as we can."

Sullivan said that waiting another year to ask Town Meeting for construction funding could lead to higher construction costs and interest rates.

Public Safety Building Committee chairman Andre Martecchini said the committee was hesitant to ask for both construction and design money because this project needs a two-part approval for funding, and he didn't want to lose momentum.

First, the new police station must receive voter support at the annual Town Meeting on March 12, where it will require a two-thirds majority vote. Then voters must pass a debt exclusion ballot question at the town election on March 26 to fund the project. A debt exclusion is a property tax increase for a limited period of time in order to fund specific projects. An override is a permanent tax hike.

"We're leery of putting all our eggs in one basket and coming up with nothing," Martecchini said. "Every time we have lost at the polls we then have nothing to work with."

Martecchini outlined the potential impact a new station would have on residents' tax bills.

specified amount then that is all the money the town has to spend and no more.

Architect Greg Carrel has been working on plans for a new police station for the past few years. He said his company recently completed plans for a new police station in another town that was similar in size and price to Duxbury's proposed station. He said he would get a professional estimate done on the current schematic drawings.

The committee's conceptual plans for a new police station show a one-story, 15,200-square-foot building on 19 acres of town-owned land on Mayflower Street on the same side as the transfer station before the Cranberry Hill neighborhood. Also outlined on the plans is a separate 1,000-square-foot outbuilding for police equipment. At a well-attended December meeting on the new police station, residents worried about road conditions if the police station were built on Mayflower Street, which is a winding, wooded country road.

Monday night, Police Lieutenant Chip Chubb addressed concerns that Mayflower Street was not optimal for police responses. He said that the majority of the police officers' emergency responses do not originate from the police station; instead, a cruiser out on patrol would be responding to

them.

Also, Chubb noted that cruisers would respond to incidents around town more quickly by using Tremont Street instead of Mayflower Street, unless the emergency happened between the roundabout and the state DPW barn on East Street. He said police officers trained in crash investigation traveled these roads and calculated their response times and sight distances. They found that a cruiser traveling the speed limit and using Tremont Street and Tobey Garden arrived at the state DPW barn ahead of a cruiser using Mayflower Street.

The crash investigators also discovered that it might be beneficial to reconfigure the Mayflower/East Street intersection because it lacks adequate visibility for motorists traveling on East Street to stop safely before reaching the intersection. Chubb said Duxbury's DPW could possibly reconfigure this intersection "in-house."

The police and the DPW are referring the intersection to the highway safety committee for further investigation.

Martecchini said his committee will meet and discuss whether they want to go forward with plans to ask Town Meeting for construction funds and then report back to selectmen.